

WHAT IS CLAIMED IS:

1. A control unit comprising an electric motor with a rotary magnet constructed as a rotor, having a drive shaft and an externally excited stator, wherein said motor is provided with at least one releasable arresting element interposed between movable and stationary parts of the motor, said arresting element when engaged holding the drive shaft in a set position.

2. A control unit according to claim 1, comprising electrical coils for externally exciting said stator.

3. A control unit according to claim 1, wherein said control unit is operatively connected to a motor vehicle control element so as to actuate said control element.

4. A control unit according to claim 3, wherein said control element in a flap valve in an air intake duct of an internal combustion engine.

5. A control unit according to claim 1, comprising two arresting elements, each of said arresting elements defining an end position of said drive shaft.

6. A control unit according to claim 1, wherein said arresting element is provided with an elastically resilient element for producing a interlocking connection with said drive shaft.

7. A control unit according to claim 1, wherein said arresting element is provided with contact surfaces which produce a frictional connection to the drive shaft.

8. A control module comprising a control element and an actuator, said actuator comprising an electric motor with a rotary magnet constructed as a rotor and having a drive shaft connected to the control element and an externally excited stator, wherein said control module further comprises at least one releasable arresting element interposed between movable and stationary parts of said module, said arresting element when engaged holding the drive shaft in a set position.

9. A control unit according to claim 8, comprising electrical coils for externally exciting said stator.

10. A control unit according to claim 8, wherein said control element is a flap valve in an air intake duct of a motor vehicle engine.

11. A control unit according to claim 8, comprising two arresting elements, each of said arresting elements defining an end position of said drive shaft.

12. A control unit according to claim 8, wherein at least one arresting element comprises a limit stop for the control element.

13. A control unit according to claim 12, wherein said control element comprises a sealing member, and said limit stop comprises a sealing surface against which said sealing member is held in a closed state.

14. A control unit according to claim 8, wherein said arresting element is provided with an elastically resilient

